

Lomita Voters Ass'n Against 101 Zoning

Only a slight majority of property owners along Pacific Coast Highway at present seem to be in favor of zoning, according to Mrs. Lillian Cameron, secretary of the Lomita Property Owners and Registered Voters Association, Inc. Some of this majority, at present, are not completely and definitely decided.

Against any kind of change of zoning in Lomita, this organization, according to a public resolution, stated that they will cooperate with the majority decision, provided that zoning extends no farther than from the west boundary of Lomita along Pacific Coast Highway and covers only the depth of the lots fronting it.

This organization also stated that any move to change the present zoning of M-3 in any part of Lomita other than along Pacific Coast highway as indicated above will be met with united and vigorous opposition.

Govt. Advance Sought for City Improvements

City Manager George Stevens announced that a loan of approximately \$60,000 from the federal government is being sought by the City to expedite detailed planning of badly-needed improvements to the municipal water system.

The interest-free loan is possible from the General Services Administration under provisions of Public Law 352, passed just last year, according to Stevens.

By this method, Stevens stated, the city will have exact cost estimates to present to the voters when a bond issue for the water system improvements is called in about three to five months from now.

The issue is to approximate \$2,000,000. The loan will be repaid from the bonds, when and if they are voted.

Aiding in preparation of the loan application, to be submitted within the next two weeks, is the James M. Montgomery Co. Pasadena engineering firm.

The concern has been retained by the City to prepare the improvement plans.

Seaside May Get Park

An answer to Torrance's problem a five-acre park site for the Seaside district—may be near with negotiations now under way between the city and Truman Browne, builder and developer, according to City Manager George Stevens.

Browne's engineers and municipal officials are attempting to create a park site in a subdivision being planned by the builder just north of the Seaside School, Stevens said.

The recreation area would serve the two housing tracts already in the area as well as the several hundred homes planned by Browne.

Aside from a somewhat limited recreation program under way at the school, the only park and play area in the vicinity is at El Retiro Park in Hollywood Riviera.

TORRANCE TOTS



FIRST ROW, LEFT TO RIGHT, Judy Bryant, 6 years, 2315 23rd St.; Sherry and Dickie DeLhany, 3 and 5 years, 623 Pine Dr.; Rickey Hale, 3 1/2 years, 1697 Elgar; Dave and Clifford Enright, 1 1/2 and 5 years, 17314 Falda. SECOND ROW, LEFT TO RIGHT, Tresa Olivera, 3 months, 2269 203rd St.; Steve Wilson, 3 months, 16920 Elgar; Connie Maltiz, 5 months, 17115 Della; Tommy Regan, 16 months, 17008 Elgar; Randy Fleming, 4 months, 17308 Falda. THIRD ROW, LEFT TO RIGHT, Nancy Stanka, 5 months, 17032 Elgar; Sharon Carter, 9 years, 618 Amapola; Cleon Richmond, 12 years, 719 Amapola; Pamela and David Holmes, 1 1/2 and 3 years, 17326 Foida. FOURTH ROW, LEFT TO RIGHT, Sammie Jean and Phillip James, 3 and 4 years, Daniel's Cafe; Pat and Debra Celico, 4 months and 3 years, 2325 Serris; Joyce and Judy Bynam, 4 years, 713 Amapola; Carlyon and Marie Bell, 1 and 3 years, 711 Amapola.

Photo by Dixie Lee Studios.

Airport Operation Rules In Effect

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An airport attendant will assign space to the visitor.

"2. CRANKING AND STARTING ENGINES: (a) At no time shall any person attempt cranking or starting an airplane unless a licensed pilot or mechanic is at the controls of said airplane.

"3. TAXIING (a) All aircraft shall taxi slowly on the taxi strips and display extreme caution at all times. (b) All pilots should display season and courtesy by not dusting off personnel, visitors, other aircraft, or hangars and buildings. (c) An airport attendant will gladly help in pushing aircraft to clear areas prior to starting of engines. Pilots will please avoid the blasting of throttles. (d) The direction of the traffic pattern can be determined on the ground by looking at the fin indicator which is located on the traffic Tee. The Tee is approximately mid-field and south of the runway.

"4. TAKE-OFFS: (a) No take-offs should ever be attempted on the main taxi strip. Therefore all take-offs and landings will be made on the runway only. (b) All cockpit and engine checks should be made on the run-up ramp prior to taxiing into position for take-off. (c) In the interest of safety, all pilots should be positive that the runway base legs and final approach legs are clear before taxiing into position on the runway for take-off. (d) No grandstand take-offs will be tolerated or appreciated. Normal seasoned take-offs and gradual climbs are desired. (e) All initial take-offs must be made from the end of the runway, and in the interests of safety, never from the center turn off taxi strip.

"5. PATTERN: (a) The Torrance Municipal Airport traffic pattern is a rectangular pattern with a down wind leg always on the north side of the runway. (b) Therefore, easterly Tee settings fly a left hand pattern and westerly Tee settings fly a right hand pattern. (c) Caution: Pilots must look well back to clear themselves before executing any turn in the traffic pattern, including the 45 angle leaving and entry legs. Aircraft shall enter pattern at 45 angle to down wind leg, aiming for center of down wind leg Traffic already in pattern have right of way over all aircraft entering pattern. (d) The traffic pattern altitude is 800 feet. (e) An outside pattern on the downwind leg should be used by aircraft traveling 125 m.p.h. or over. (f) When the traffic pattern is crowded, safety and courtesy must be displayed. However, the base leg must always be kept west of the Lomita residential area. (g) At no time should a pilot break out of the traffic pattern other than at the 45 angle leaving leg, which is located at the center of the second leg. It will often be necessary to go around the pattern maintaining 800 feet several times before getting properly spaced to negotiate a landing without hazard to oneself and to others in the pattern, or on the landing strip. (h) After landing, pilots should expedite taxiing off of, and clearing the runway for landing and/or take-off aircraft by going straight to end of the runway and turning off onto the taxi strip, or by using the turn-off strip, which is approximately at the middle of the runway. Caution: No pilot or instructor should ever taxi back on runway against incoming traffic. Please use the turn-off strip at center of field to the main taxi strip, and thus back to the proper take-off position.

"6. LANDINGS: (a) The dirt approach area at the east end of the runway is not for landings. A white line has been placed approximately 500 feet westward from the east end of the actual runway (hard surfaced) for spot landings. Therefore, pilots will please plan all approaches to land westward of the said white line. Note: This procedure has been strongly recommended by Governmental, State, County and City agencies and officials to eliminate the necessity of extending the traffic pattern over the residential area which lies east of the airport property. The above mentioned traffic pattern procedure must be adhered to. Therefore: (1) Do not fly over Lomita; (2) Do not land on easterly dirt runway approach; (3) Do land west of the white line on runway.

"7. OPERATION OF PRIVATELY OWNED AIRCRAFT: (a) If a tenant elects to rent or loan his airplane to a pilot who has not been checked out in that make or type of craft, or said pilot is not familiar with this airport pattern, it is mandatory that said pilot must be checked out by a rated instructor from any one of the Flying Schools operating from this field.

"8. NIGHT FLYING: (a) Night flying is absolutely prohibited unless permission is granted by the management and a written pass is received. Reason: This airport is not equipped with facilities for night flying at this writing.

"9. ALL C. A. A. Rules and Regulations must be studied and followed explicitly.

"10. MOTOR VEHICLES: Other than the airport crash equipment at a time of urgency, passenger cars and trucks must never be driven on or near the runway. Private owners, and authorized personnel, may drive their cars via the taxi strips to their respective tie-down or hangar areas. However, extreme caution must be exercised to avoid personnel or collision with taxiing aircraft. Slow driving speeds must be continuously displayed.

Editor's Note

A statement made in the Press two weeks ago regarding zoning of Pacific Coast highway that 90% of the Lomita home owners were in favor of zoning. A statement from the president of the Lomita Home Owners Association, Mrs. Victoria Phillips, reveals that the percentage of those in favor of 101 highway zoning were found to be 50%.

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El Camino Instructor To Make Film

Herbert A. Klein, El Camino College English and German instructor, has been selected to make an educational film strip based on the motion picture "Cerano de Bergerac," soon to be released by Hollywood producer Stanley Kramer.

More than 2,500 copies of the film strip will be distributed free to public schools and colleges throughout the nation as part of an educational service and promotional program for the film.

This is the first time such a film has been used for motion picture promotion, according to Klein, who has had extensive experience in the preparation of educational film strips.

His film relating the history and development of printing is now being shown on many television programs.

The film "Cerano de Bergerac" is based on the classic play of the same name by Henri Rostand. The historical settings and costumes, according to Klein, are authentic duplicates of the early 17th century. The story of the famous play will be presented for study in the film strip by means of pictures made during filming of the play.

Court Rules Against City In Dairy Suit

(Continued from Page One)

The court held that M. Costa, in disposing of his property, did so with the intent and purpose of retaining the right to the non-conforming use as an incident to the ownership of his property. Further evidence was found in the fact that Nuccio applied for a permit to operate a dairy on the property in September, 1949, the decision said.

The court also held against City Attorney C. Douglass Smith in his contention that sale of the dairy herd and certain equipment maintained on the property by the prior owner constituted "abandonment" or "discontinuance of the nonconforming use" of the property in question.

Rigid Regulations Hurt Local Trade

(Continued from Page One)

ritory extends over the entire southern half of Los Angeles County. He said he likes to shop in his home city, but he doesn't have to. He was marketing and got a ticket when just a minute or two over-time. It cost him \$2.00. He said he'll save the fee in the future by shopping somewhere else on his route.

Case No. 2: A professional man parked his car on El Prado and at 10:20 a.m. noted the officer mark his car. At 11:20, he went to his car and found a ticket thereon, marked over-time parking at 11:30 a.m. He showed his ticket and watch to the reporter and moved on grumbling that the other cities allow at least 15 minutes over time, but that this officer does not even give you a full hour, and his watch was wrong.

Case No. 3: The officer moved along his beat and came upon a car which he found had been parked over-time. He saw a friend come out of a shop and asked if the car belonged to anyone in there. When told it did not, he proceeded to attach a ticket to the car. Along came the owner, a woman and three little children, their arms loaded with packages. She said that she had been delayed in a store where she was shopping and tried to get back on time. It was the first time she ever had received a ticket and was quite upset at what her husband would say. She said they are not so strict in Gardena, where she sometimes shops.

Case No. 4: Another professional man found a ticket on his car, parked a few minutes over time. The reporter asked what he was going to do. "Pay it," the professional man said, "but that officer better not ask me for any more favors."

Case No. 5: A business man parked his car to make a call at 3:30 p.m. He returned to the car at 4:30 p.m., and found it "tagged." Right on the nose, he remarked. "That cop must not have much to do if he has to rush the tagging of cars this way," he said.

Merchants who caused the survey by the Press said that the one-hour parking law and rigid enforcement are not proving the answer to the parking problem in Torrance and they suggested a "let up" by the police for a couple of months to see if the situation would not improve. The fines collected do not offset the loss in sales, they said.

Local 1414 Bans Peace Pledge

(Continued from Page One)

the American people's genuine and heartfelt desire for peace, and

WHEREAS, the Communists want peace as Hitler wanted peace—the right to crush free countries under their ruthless heels one after another without being checked by the forces of decency and freedom, and

WHEREAS, some of these petition circulators are using the name of the CIO in attempt to deceive people into believing they have CIO support, which they most emphatically do not have,

THEFORE, BE IT RESOLVED, that this Council strongly and emphatically denounce the activity of the Communists and their circulating their phony propaganda petitions, and

BE IT FINALLY RESOLVED, that this Council re-emphasize its support for the CIO policy of backing the United Nations and its heroic struggle to build a genuine peace and the courageous police action taken by President Truman in South Korea to back the United Nations.

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